



# Department of Defense DIRECTIVE

NUMBER 7730.57

February 5, 1976

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Administrative Reissuance Incorporating through Change 2, November 16, 1994

ASD(M&RA)

SUBJECT: Aviation Career incentive Act of 1974 and Required Annual Report

References: (a) Title 37 U.S.C. 301a

(b) P.L. 93-294, Aviation Career incentive Act of 1974, May 31, 1974

(c) DoD Directive 1340. 4, "Proficiency Flying Programs," July 17, 1972

(d) DoD Military Pay and Allowances Entitlements Manual, authorized by DoD Directive 5154.13, May 1, 1958

(e) House of Representatives Report No. 93-799, 93rd Congress, End Session, February 13, 1974

(f) Senate Report No. 93-841, 93rd Congress, 2nd Session, May 9, 1974

(g) Title 37, U.S.C. 205

## 1. PURPOSE

This Directive formally implements certain provisions of references (a) and (b) consistent with guidance contained in references (e) and (f). It provides specific departmental policy on eligibility for aviation career incentive pay and operational flying duty credit and establishes reporting procedures for the Military Departments.

## 2. APPLICABILITY AND SCOPE

2.1. The provisions of this Directive apply to the Military Departments and encompass all Active and Reserve components.

2.2. Its provisions cover certain conditions of entitlement and restrictions on authorization and payment. These and all other conditions of entitlement, restrictions on authorization and payment or rates will continue to be determined in accordance

with provisions of the Department of Defense Military Pay and Allowances Entitlements Manual (reference (d)).

### 3. DEFINITIONS

Terms used in this Directive are defined in enclosure 3.

### 4. POLICY AND PROCEDURES

4.1. It is the policy of the Department of Defense that officers who are qualified for and performing aviation service on a career basis, shall receive credit for operational flying duty only during those periods when assigned to designated operational flying assignments. Credit shall not be granted for any period during which a member participates in the proficiency flying programs conducted under the provisions of DoD Directive 1340.4 (reference (c)). Officers who had more than 12 or 18 years of aviation service on June 1, 1974 will be presumed to have had sufficient operational flying credit to meet the requirements for those screening standards which are prescribed in Title 37, U.S.C. 301a (reference (a)).

4.2. Operational Flying Duty time shall be credited in months. So far as fractions of months are concerned, the 15th day of the month is the break even point for crediting or not crediting a month.

4.2.1. Detachment from operational flying duty after the fifteenth day of any month or assignment to operational flying duty on or before the 15th day of any month entitles a member to credit for the entire month.

4.2.2. The date a member signs out or otherwise vacates an assignment will be used as the date of detachment. The next day will be used as the date of assignment.

4.3. Each Military Department shall designate as operational flying assignments those assignments with duties the performance of which require the maintenance of basic flying skills and shall credit officers in operational flying assignments with operational flying duty for the performance of flying duties under regulations prescribed by the Secretary of the Military Department concerned.

4.4. The number of years of aviation service for determining eligibility for continuous entitlement to aviation career incentive pay is computed beginning with the

effective date of the initial order to perform operational flying duty as an officer. Once the date of commencement of aviation service has been established, time credited to such service shall run without interruption.

4.5. Officers qualified for aviation service and holding an aeronautical rating (designation) who do not have sufficient operational flying duty time to qualify for continuous aviation career incentive pay may participate in proficiency flying programs only in preparation for assignment to designated operational flying assignments. Officers not on extended active duty shall not perform proficiency flying.

4.6. Officers medically incapacitated will be considered qualified for aviation service unless such incapacitation continues for more than 6 months. Disqualification for medical incapacity will be effected on the first day *following a period of 180 days that commences on the date of incapacitation*. Officers disqualified for medical reasons will not be requalified for aviation service until the condition resulting in incapacitation is corrected and the officer is certified as medically qualified for operational or proficiency flying duty by appropriate medical authority.

4.7. Aviation career incentive pay and operational flying duty credit may not be authorized for any period during which an officer is disqualified for aviation service.

## 5. REPORTS

5.1. Each Military Department shall report to the Assistant Secretary of Defense (Manpower and Reserve Affairs) within 60 days after the end of each fiscal year on officers performing aviation service on a career basis for the preceding fiscal year. Separate reports will be submitted for each Active and Reserve component. Specifically, each Military Department, by Service, shall report:

5.1.1. End fiscal year inventory of officers qualified for continuous incentive pay by grade and rating who are performing operational flying duty, proficiency flying duty, and not performing flying duty.

5.1.2. End fiscal year inventory of officers qualified for aviation service but not eligible for continuous incentive pay, by grade and rating, who are performing operational flying duty, proficiency flying duty, and not performing flying duty.

5.1.3. The distribution, at 12 years of aviation service, of years of operational flying duty credit among officers who completed 12 years of aviation service during

the fiscal reporting period by grade and rating.

5.1.4. The distribution, at 18 years of aviation service, of years of operational flying duty credit among officers who completed 18 years of aviation service during the fiscal reporting period by grade and rating.

5.2. Reports will be submitted in accordance with instructions in enclosure 1.

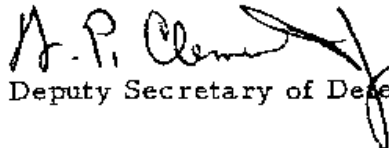
5.3. In addition to the annual report, each Military Department shall maintain data on the number of qualified applicants for aviation service for each rating (designation), the number who enter aviation service each year by source, and the number who leave aviation service each year by reason. Data will be maintained in the format prescribed in enclosure 2.

## 6. REPORTING AND RECORDKEEPING

The reporting and recordkeeping requirements prescribed herein are assigned Report Control Symbol DD-M(A)1389.

## 7. EFFECTIVE *DATE*

7.1. This Directive is effective *immediately*.

  
Deputy Secretary of Defense

Enclosures - 3

1. Instructions for Preparing Annual Report to the Congress on the Aviation Career Incentive Act of 1974
2. Data Format
3. Definitions

## E1. ENCLOSURE 1

### INSTRUCTIONS FOR PREPARING ANNUAL REPORT

E1.1.1. Separate reports will be submitted to ASD(M&RA) for each rating/designation by Service no later than 60 days after the end of the fiscal year. Part II, for example, will be repeated, as appropriate for the Service concerned, for pilots, navigators and flight surgeons.

E1.1.2. Separate reports will be prepared for each Reserve component. Elements not applicable will be left blank, but will be footnoted as to the reason why.

E1.1.3. Reports will include all officers, qualified for aviation service, who are in an aviation career. Officers in flying training will be included in Part I of the report for the rating/designation for which they are being trained.

E1.1.4. Officers who are medically or professionally disqualified for aviation service and those whose aviation careers have been terminated will not be reported. Those with over 25 years officer service who are entitled to aviation career incentive pay under saved pay provisions will not be reported.

E1.1.5. Members who enter aviation service during any fiscal year are in aviation service year 1 until the end of the fiscal year of entry. At the beginning of the subsequent fiscal year they will be in aviation service year 2.

## E2. ENCLOSURE 2

### PART I. FLYING ACTIVITY - OFFICERS QUALIFIED FOR CONTINUOUS ACIP (AS OF END FY\_\_\_\_\_)

SERVICE \_\_\_\_\_ COMPONENT \_\_\_\_\_ RATING \_\_\_\_\_

<u>GRADE</u>	<u>OPERATIONAL FLYING DUTY</u>	<u>PROFICIENCY FLYING DUTY</u>	<u>NOT PERFORMING FLYING DUTY</u>	<u>TOTAL</u>
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0 - 10  
0 - 9  
0 - 8  
0 - 7  
0 - 6  
0 - 5  
0 - 4  
0 - 3  
0 - 2  
0 - 1

SUB-TOTAL

W - 4  
W - 3  
W - 2  
W - 1

SUB-TOTAL

TOTAL

PART II. FLYING ACTIVITY - RATED OR DESIGNATED OFFICERS QUALIFIED FOR  
AVIATION SERVICE BUT NOT QUALIFIED FOR CONTINUOUS ACIP (AS OF END FY\_\_\_\_)

SERVICE \_\_\_\_\_ COMPONENT \_\_\_\_\_ RATING \_\_\_\_\_

<u>GRADE</u>	<u>OPERATIONAL</u> <u>FLYING DUTY</u>	<u>PROFICIENCY</u> <u>FLYING DUTY</u>	<u>NOT PERFORMING</u> <u>FLYING DUTY</u>	<u>TOTAL</u>
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0 - 10  
0 - 9  
0 - 8  
0 - 7  
0 - 6  
0 - 5  
0 - 4  
0 - 3  
0 - 2  
0 - 1

SUB-TOTAL

W - 4  
W - 3  
W - 2  
W - 1

SUB-TOTAL

TOTAL

PART III. DISTRIBUTION OF OPERATIONAL FLYING  
DUTY CREDIT - 12 YEARS AVIATION SERVICE COMPLETED DURING FY \_\_\_\_\_

SERVICE \_\_\_\_\_ COMPONENT \_\_\_\_\_ RATING \_\_\_\_\_

YEARS 0-1 1-2 2-3 3-4 4-5 5-6 6-7 7-8 8-9 9-10 10-11 11-12

<u>GRADE</u>													<u>TOTAL</u>
0 - 10													
0 - 9													
0 - 8													
0 - 7													
0 - 6													
0 - 5													
0 - 4													
0 - 3													
0 - 2													
0 - 1													
SUB-TOTAL													
W - 4													
W - 3													
W - 2													
W - 1													
SUB-TOTAL													
TOTAL													



PART IV. DISTRIBUTION OF OPERATIONAL FLYING DUTY CREDIT - 18 YEARS AVIATION SERVICE COMPLETED  
DURING FY\_\_\_\_\_

SERVICE \_\_\_\_\_ COMPONENT \_\_\_\_\_ RATING \_\_\_\_\_

YEARS 0-6 6-7 7-8 8-9 9-10 10-11 11-12 12-13 13-14 14-15 15-16 16-17 17-18

GRADE

TOTAL

0 - 10  
0 - 9  
0 - 8  
0 - 7  
0 - 6  
0 - 5  
0 - 4  
0 - 3  
0 - 2  
0 - 1

SUB-TOTAL

W - 4  
W - 3  
W - 2  
W - 1

SUB-TOTAL

TOTAL

APPLICANTS FOR AVIATION SERVICE (FY\_\_\_\_)

SERVICE\_\_\_\_\_ COMPONENT\_\_\_\_\_

RATING/DESIGNATION   APPLIED   QUALIFIED   ACCEPTED

Pilot

Navigator/NFO

TOTAL

MEMBERS WHO TERMINATED AVIATION SERVICE (FY\_\_\_\_)

SERVICE \_\_\_\_\_ COMPONENT \_\_\_\_\_ RATING \_\_\_\_\_

REASON	YEARS AVIATION SERVICE																									TOTAL	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25+		
<u>VOLUNTARY</u>																											
Retirement																											
Separation																											
Disqualification																											
Other (Explain)																											
Sub-Total																											
<u>INVOLUNTARY</u>																											
Training Eliminees																											
RIF																											
Medically Disqualified																											
Professionally Disqualified																											
Other (Explain)																											
Sub-Total																											
TOTAL																											

VOLUNTARY

Retirement

Separation

Disqualification

Other  
(Explain)

Sub-Total

INVOLUNTARY

Training  
Eliminees

RIF

Medically  
Disqualified

Professionally  
Disqualified

Other  
(Explain)

Sub-Total

TOTAL

### E3. ENCLOSURE 3

#### DEFINITIONS

E3.1.1. Operational Flying Duty. Flying performed under competent orders by rated or designated members while serving in assignments in which basic flying skills normally are maintained in the performance of assigned duties as determined by the Secretary of the Military Department concerned, and flying performed by members in training that leads to the award of an aeronautical rating or designation.

E3.1.2. Proficiency Flying Duty. Flying performed under competent orders by rated or designated members while serving in aviation assignments in which such skills would normally not be maintained in the performance of assigned duties or while serving in non-aviation assignments.

E3.1.3. Aviation Service as an Officer. The active or inactive service performed, under regulations prescribed by the Secretary of the Military Department concerned, by an officer who holds or is in flying training leading to an aeronautical rating or designation.

E3.1.4. Officer Service. All service creditable under 37 U.S.C. 205 (reference (g)) as a commissioned, warrant, and flight officer.

E3.1.5. Aviation Service Career (Extended Active Duty). An officer on extended active duty who holds an aeronautical rating or is in flying training leading to a rating or designation shall be considered to be performing aviation service on a career basis, as prescribed in Title 37, U.S.C. 301a (reference (a)), so long as he is a member of the authorized rated inventory, is in flying training leading to a rating or designation, or is serving in pay grade O-6 or above and is qualified for aviation service under regulations prescribed by the Secretary of the Military Department concerned.

E3.1.6. Aviation Service Career (Not on Extended Active Duty). An officer not on extended active duty who holds an aeronautical rating and is qualified for aviation service under regulations prescribed by the Secretary of the Military Department concerned, shall be considered to be performing aviation service on a career basis, as prescribed in Title 37, U.S.C. 301a (reference (a)), so long as he is performing operational flying duty, or is assigned to a rated position in a Reserve component, or is considered by that component as an asset to the rated inventory and within the

preceding 24 months was either on extended active duty as a rated officer or assigned to a rated position in a Reserve component.